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Nov 1944

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HISTORICAL DATA

903rd AAF BASE UNIT - SQUADRON H

AAF TACTICAL CENTER

ORLANDO, FLORIDA

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EO 11652

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~~SECRET~~
SQUADRON H-(BOMB (HV))
903RD AAF BASE UNIT (BOMBARDMENT)
PINECASTLE ARMY AIR FIELD
AAF TACTICAL CENTER

HISTORICAL RECORD

November 1944, 66 Officers, 301 Enlisted Men.

During the month of November 1944, Squadron H continued its principal missions of Test and Development of projects of the Army Air Forces Board and Demonstration for the Army Air Forces School of Applied Tactics.

Projects currently in process are:

Night Bombing	AAF Board Project No Q2511
Azon High Altitude Bombing	" " " " Q2822
Beach & Underwater Obstacles	" " " " (T-2)7a
Blinker Navigation Lights for A/C	" " " " E3700
Tactics and Techniques of Night Bombing	" " " " H3978
Rangers Load Test of B-17 A/C	" " " " E4068
Automatic Approach & Landing Device	" " " " Q3773
Aircraft Approach Control System	" " " " Q4069
Test of Radio Set AN/ARC 3	" " " " H4070

The equipment necessary for work on the Night Bombing Project has arrived, but no missions were run in November.

Considerable effort has been directed toward the Azon High Altitude Bombing Project, eight missions having been run to the Ocala bombing range during the month. Various bomb loads were carried, but generally speaking the missions were run to compare the patterns of standard bombs with those of the Azon bombs.

Azon was originally conceived as a means of bombing a maneuverable pin-point target with a single bomb. Recent tests have been a departure from this conception.

Project (T-2) 7a, now dormant, was to determine the most effective way to clear landing areas of impediments by means of aerial bombardment, the idea being that the bombs would detonate land mines, clear barbed wire, and neutralize anti-tank obstacles. Missions on this project are now principally demonstration.

Work upon project E 3700, Blinker Navigation Lights for A/C, will begin upon completion of the installation of the necessary equipment in the planes, which is now in process.

No missions were flown this month on project H 3978, but Capt. Claude W. Campbell, the project officer, accompanied a mission to Hq., USSAFE, to acquaint that organization with the knowledge¹ derived from tests here in October.

But one flight remains to complete project E 4068, Range vs. Load Test of B-17 A/C. These missions are being run by superior pilots to ascertain once and for all what the capabilities of the B-17 are with various loads and at various ranges.

Project Q 3773, a series of operational tests of SCS 51 radio equipment, has just been started. In its final form it is anticipated that this equipment will eliminate the need for pilots in aircraft.

1-Per letter orders, Hq AAF, 4 Nov 1944, Subject: Temporary Duty Orders, File AAF 210. 453 - Secret.

In its present form a receiving mechanism in the aircraft indicates on an instrument how far to the right or left or above or below a radio beam an aircraft coming in for a landing is flying. By keeping the vertical and horizontal indicators in the instrument centered, the pilot lands the aircraft in zero visibility.

The Aircraft Approach Control System Project Q 4069 will be delayed until the equipment is received from the manufacturer. Briefly and crudely stated, the equipment is a device for airfield control towers which will indicate visually on a board the position of individual aircraft in the flight pattern around the field.

Radio Set AN/ARC 3, a new, eight-channel, VHF, short-range, automatic-tuning set has not yet been received by the Squadron. However, project H 4070 specifies that its operational suitability will be tested by this organization.

Completed during the month were three projects, Q 3305, M 4606, and Q 3545. Project Q 3305, was a test to determine the accuracy and suitability of High Altitude Bombing with AN/APQ-5 (Modified H.A.B.). It was concluded that the results of these tests were not truly indicative of the accuracies that might be obtained with this equipment and that it be further tested with APS-15 or 15 A or APQ-13. The principal difficulty in the proper performance of the test was that the target was not large enough to provide an adequate return.

Project M 4606, Lights Portable Flashing Neon, was an effort to test the practicability of providing an artificial horizon to assist

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pilots in take off during the transition from contact to instrument flying. Though under certain conditions such a provision might be useful, it was determined in this instance that the benefit derived from such equipment did not warrant the trouble.

This organization merely supplied the aircraft and the flying personnel for project Q 3545, which was to determine the best type of aerial bomb for cleaning out large areas of jungle. The experiments were carried out in Panama with 2 x 4000 lb. bombs carried ~~out~~ externally. No record exists in this headquarters indicating how the tests were evaluated.

On November 3rd, 17th, and 22nd we participated in the Chemical Demonstration for the Chemical Warfare Section of AAFSAT, and, also on the 22nd, we were to have demonstrated for students of ANSCOL, the employment of heavy bombardment in tactical air operations. The tragic crash of a P-51 during this latter demonstration during a dive bombing attack, however, caused the cancellation of our portion of the show.

Operations of the Squadron were hampered slightly in the last ten days of the month when we provided three B-17 aircraft for the use of the cadre of the 382nd Bomb Group (VH) who were completing their cadre training under the supervision of Squadron G.

It was a matter of considerable amusement to members of the Squadron to find the smiling face of 2nd Lt. John A. Elmore, one of

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the bombardiers in the Squadron, leering at them from almost every newspaper in the United States. The citizenry was treated to this portrait of Lt. Elmore, though anonymously, in conjunction with the first general release of the story of the Norden Bombsight.